

CALL TO ORDER

On Thursday January 6, 2022, at 7:03 pm., Chair Conway called the Traffic Commission meeting to order via ZOOMGOV.

ROLL CALL

Traffic Commissioners present: Chair Ernie Conway, Commissioner Henryk Urbanski, Commissioner Birgit Miranda, and Commissioner Sherry Moore. Vice Chair Brad McClean and Commissioner Melissa Bobadilla were excused.

City staff present were City Traffic Engineer Jabra Khasho, Traffic Commission Recorder Stephanie Werner, and Sergeants Ed Mastripolito and Jeremy Shaw.

VISITOR COMMENTS:

Aaron Lopez-Huskey asked the Commissioner how to request a light at the intersection of Davis and 160th.

Mr Khasho explained this intersection is under the jurisdiction of Washington County and suggested Mr Lopez-Huskey contact them. He also said he would send them an email.

STAFF COMMENTS:

Mr Khasho forwarded emails with written testimony after the packet was sent.

Consent Items:

Chair Conway reviewed the consent agenda comprised of the draft meeting minutes dated December 2, 2021.

Chair Conway MOVED, SECONDED by Commissioner Moore to approve the consent agenda as written. Commissioners Urbanski, Moore and Chair Conway voted AYE. Commissioner Miranda ABSTAINED. THE MOTION CARRIED (3:0:1)

PUBLIC HEARINGS:

Chairman Conway read the opening statement on the conduct of the public hearings for TC 828 and TC 829. No conflict of interest was declared.

TC 828 Pedestrian Path on SW Village Lane Bridge

Staff Report:

Presented by City Transportation Engineer, Jabra Khasho

Background Information:

Requested by staff. Village Lane west of 150th Avenue has two bridges that spans over the Johnson Creek. The Village Lane main bridge is owned and maintained by the city and provides a creek crossing to motorized vehicles, bicycles, and pedestrians. The bridge has a sidewalk on the south side only. The second bridge to the north of the main bridge is owned and maintained by the Four Seasons Homeowners Association (HOA) and provides creek crossing for pedestrians. Both ends of the pedestrian bridge are connected to the sidewalk on the northside of the street. Pedestrians walking on the northside of SW Village Lane must use the pedestrian bridge as there is no sidewalk on this side of the main bridge (see attached drawing).

The Four Seasons HOA has worked with City Planning on options to reroute pedestrians to the main bridge as the pedestrian bridge is decaying due to it being in the flood plain and being under water during the wintertime. One of the options explored was to remove the pedestrian bridge and construct a sidewalk on the north side of the existing main bridge. This would provide a direct continuous path for pedestrian using the sidewalk. The removal of the pedestrian bridge would also enhance the flow of the creek and reduce flooding in the area.

In January 2021, an inspection of the Village Lane main bridge showed significant structural deficiency that required restricting the weight limit of vehicles using the bridge to 20 tons until several critical structural elements of the bridge are replaced as a temporary fix, or the bridge gets replaced with a new one. In May 2021 under TC 823, the Traffic Commission approved the weight limit restrictions and signs have been posted on Village Lane to that effect. The construction of a new sidewalk on the north side of the bridge became infeasible due to the weight restrictions.

The pavement width of SW Village Lane is 34 feet with a posted speed limit of 25 mph. A traffic count taken in July 2019 shows that Village Lane carries approximately 900 vehicles per day. The measured 85th percentile speed (85 percent of the drivers drive at or below this speed) was recorded at 26 mph. Currently, there are painted median islands near 150th Avenue and parking is not allowed on both side of the street near the bridge.

Considering the low traffic volume and measured 85th percentile speed, to improve pedestrian safety, staff is proposing to utilize the existing pavement and delineate an on-street pedestrian path on SW Village Lane from 150th Avenue to approximately 250 feet to the west. The street width would allow to maintain two 12-foot travel lanes and a 10-foot pedestrian path. This would require removing the painted median islands. Post delineators will be installed to keep vehicular traffic from encroaching into the path. Accessible pedestrian curb ramps will also be constructed to allow path users to get on and off the sidewalk.

Recommendation:

- Approve the request to install an on-street pedestrian path on SW Village Lane bridge west of 150th Avenue.

-END REPORT-

Discussion:

Commissioner Urbanski questioned staff about where the cyclists will ride.

Mr Khasho stated there is a gap where the cyclists can enter the marked walkway, but the roadway has such low traffic that riding on the road is acceptable and safe as well.

Commissioner Miranda questioned where the old bridge will go and if it is eventually replaced what type of street improvements will be made. She also asked about the report stating that by removing the pedestrian bridge it will enhance the creek and help reduce flooding and how will this affect the main bridge.

Mr Khasho stated if the measure is approved, the HOA will be removing the old bridge and barricading both ends. There is also money in the capital improvement plan budget and could possibly study Village Lane and see what options are available to possibly remove the bridge eventually. If it is determined that the bridge can be replaced, there would likely be sidewalks added on both sides of the street. He explained a bike lane would not be needed because the street could be classified as a neighborhood route allowing the bicycles to be in the street. Because the main bridge is higher than the pedestrian bridge, removal will not cause an issue to the main bridge.

Chair Conway asked about who is paying for the changes to the bridge and who was responsible for the upkeep.

Mr Khasho explained the HOA owns the bridge and can do with it what they please. All the work on the actual street is 100% the city's responsibility. After working with the HOA, it was decided they would provide the one ADA ramp and the city will provide the striping and signage to complete the bridge closure.

Public Testimony:

Steve Bigham-represents 4 Season's HOA

Mr Bigham offered to answer any questions about costs associated with the changes. He has been working with Jabra to create a solution. The HOA will be covering the cost of the ADA ramp, pedestrian bridge removal and sidewalk termination at the creek.

Nicholle Winters-president 4 Season's HOA-15785 SW Autumn Lane

Ms Winters supports this proposal and explained the HOA replaced the bridge in about 2008. The changing creek conditions caused the failure much sooner than expected. In August they met with Clean Water Services, and they agreed the removal would greatly improve the creek. The bridge can't be any higher because of ADA compliance and a sidewalk can not be installed on the main bridge because it is beginning to fail as well.

Discussion:

Mr Kasho took a question from the chat box about any plans to treat the flooding issues. He directed these questions to the Storm Water Engineer. He explained Clean Water Services makes decisions about the creek but since it is in city limits there would be some collaboration, but this is not his specialty.

Final Staff Comments:

Chari Conway MOVED, SECONDED by Commissioner Moore to approve TC 828 as written. Commissioners Urbanski, Moore, Miranda and Chair Conway voted AYE. THE MOTION CARRIED (4:0).

TC 829 Crosswalk and Pedestrian Beacon on SW Davis Road at the Westside Trail
Final Staff Comments:

Staff Report:

Presented by City Transportation Engineer, Jabra Khasho

Background Information:

The city has received several requests to install a marked crosswalk and improve pedestrian safety on SW Davis Road at the Westside Trail. Residents in the area and trail users cross Davis Road to reach Mount Williams Park on the south side of the street or to continue their commute on the Westside Trail.

The functional classification of SW Davis Road is a 2-lane Collector Street (one through lane in each direction and bike lanes) with a posted speed of 25 mph. There are pedestrian crossing warning signs on Davis Road on both approaches to the trail crossing to warn drivers of pedestrians crossing the street. A traffic count taken in August 2018 and in October 2020 showed that Davis Road east of 160th Avenue carries approximately 6,250 and 4700 vehicles per day respectively. The measured 85th percentile speed (85% of the drivers drive at or below this speed) is 28 mph. Currently, there are traffic calming devices on Davis Road east of the trail crossing.

National research and guidelines published by the Federal Highway Administration (FHWA) does recommend installing a marked crosswalk carefully and selectively without any enhanced treatments such as median island or beacons at uncontrolled locations (intersections and midblock locations with no traffic signal or stop signs on the approach of the crossing) on a two-lane roadway that carries less than 9,000 vehicle per day with a 30 mph or less speed limit.

It is recommended that the addition of warning beacons or median islands would enhance the crossing safety and reduce the risk of pedestrian crashes.

The Manual on Uniform Traffic Control Devices (MUTCD) gave interim approval to allow for the use of Rectangular Rapid Flashing Beacons (RRFB) as a warning beacon to supplement standard pedestrian crossing warning signs and markings where the crosswalk approach is not controlled by a yield or a stop sign, or by a traffic signal.

Research on the RRFB showed a very high compliance rate of motorists yielding to pedestrians. The research showed the RRFB has a high 80's to almost 100 percent compliance rate in comparison to 15 to 20 percent range for a standard yellow circular flashing beacon. Also, the high yielding rates are sustained after 2 years in operation.

Staff is proposing to install a marked crosswalk and a RRFB on SW Davis Road east of 160th Avenue at the Westside Trail.

The cost to install the crosswalk and the beacons is approximately \$30,000. Funding for this crossing improvements is identified in the current Capital Improvement Plan under project # 5213.

Recommendation:

- Approve the request to install a marked crosswalk, and a Rectangular Rapid Flashing Beacons on SW Davis Road east of 160th Avenue at the Westside Trail.

-END REPORT-

Discussion:

Chair Conway asked if the cost is estimated at \$30,000 what is the money being spent on.

Mr Khasho explained if a contractor is hired yes, the cost could be close to \$30,000 to complete the project, but he believes city forces will do this and that keeps the cost way lower.

Commissioner Miranda questioned how many people approached the city with this request. She runs in this area regularly and did not notice a beacon was needed. She also asked about the placement of the cross walk and beacons.

Mr Khasho explained the city compiles a list of requests and each year as there is funding, they take the next one or two from the list and go thru the process. The request has been on the list for a few years now, so he is not sure the exact number of requests, just that it finally made it to the top. The cross walk will connect the two existing ramps and the beacon will be on the sidewalk. A pedestrian will push the button and the flashing will begin immediately. This provides a safer crossing because if there is just a marked crosswalk and no beacon it makes it harder for drivers to realize there is a pedestrian in the road. The flashing beacons are very effective in this way, and he highly recommends a marked crosswalk have a beacon. There is a speed hump on the east side so that will also help slow traffic in preparation for the possibility of a pedestrian.

Commissioner Urbanski knows this area and feels the beacon is a great option because approaching the crosswalk from either direction is up a slight hill and or bend and the flashing will be a great way to warn drivers. He is in favor of this measure.

Chair Conway has concerns about the time between when the button is pushed and how fast the flashing lights start. Specifically, if the pedestrian immediately walks into the crosswalk and there is a cyclist or even car who hasn't seen the flashing yet. His concern is a false sense of security that trail users may just push the button and step out without looking both ways. He is in favor but concerned about the logistics.

Mr Khasho said when the button is pushed it gives a loud warning plus a pedestrian will need to stop to get close enough to push the button. There should be enough lag time from when they come from the trail to getting the button pushed to stepping into the cross walk.

Public Testimony:

Lucas Quarles-1600 SW Davis-IN FAVOR

Mr Lucas is in favor but does have a few questions about where the sensors were placed during the speed study in 2018 or 2020 and how many decibels will the audible warning message? His property bumps right up to the crosswalk and is worried about people pushing the button in the middle of the night. He rarely sees cyclists in the road he feels they mostly ride on the path. His last question is the impact to his property and if an easement will be necessary.

Aaron Lopez-Husky-16115 SW Davies-IN FAVOR

Mr Lopez-Husky feels the speed bumps don't slow people down. They accelerate aggressively as soon as the speed humps are cleared. He too is concerned about people not seeing pedestrians attempting to cross. He is in favor of this measure and the flashing beacon.

Final Staff Discussion:

Mr Khasho explained the traffic counters were placed 465 feet East of 160th avenue. He stated no easement would be needed as all the work would be in the right of way. He has also never received any complaints about the decibels of the audible warning. He is unsure of the exact decibel level but if there is interest, he can look up the specifications from the manufacturer.

Chair Conway MOVED, SECONDED by Commissioner Urbanski to approve TC 829 as written. Commissioners Urbanski, Moore, Miranda and Chair Conway voted AYE. THE MOTION CARRIED (4:0).

Old Business:

None.

New Business:

There will be a Traffic Commission meeting on February 3, 2022.
Annual election of new chair and vice chair will happen in February when the entire Commission is present.

Adjournment:

There being no further business before the Commission, the meeting was adjourned at 8:09pm.

Stephanie Werner, Traffic Commission Recorder